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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY USSR

DATE:

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SUBJECT Notes on Miscellaneous Factories

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1. The Kirov Iron Foundry is located in the northeast outskirts of Vitebsk (55°11'N, 30°11'E) and covers an area of 400 x 200 meters. It and a plywood factory in Vitebsk are being reconstructed. Both factories were badly damaged during the war. PWs employed on this reconstruction work a 10-hour day-shift. Reconstruction in Vitebsk is under the direction of a [redacted] Austrian from Graz, named Miro.
2. The Proletarsk Textile Factory on the northern outskirts of Kalinin (56°51'N, 35°57'E), produces drill cloth and employs only Russian workers. One day-shift only is worked, from 0800 to 1800 hours.
3. On the northern outskirts of Leningorsk (50°20'N, 83°15'E) are a lead mine and lead foundry. Six hundred PWs and 600 civilian internees are employed in the mine, where three shifts a day are worked: 0800 - 1600, 1600 - 2400, 2400 - 0800 hours. The working complement of the foundry is exclusively Russian. The main shaft of the mine is 800 meters deep. Mining is done by hand only and the haulage and elevator system is in constant disrepair.
4. The Molotov Tank and Tractor Factory is situated in the southeast outskirts of Stalingrad, inside a compound. The tank factory block contains the administrative offices, laboratories, and designing halls for the whole works. The tractor factory employs approximately 9,000 workers, including 1,000 PWs; the tank factory 3,000 Russians. A small number of German and Austrian technicians are employed in the designing sections of the tank factory. Both factories work three eight hour shifts. Russian machinery in both factories is rapidly being replaced by machinery of German and Czech origin. The machines are run exclusively on electricity from the Volga power station. Raw materials and finished products (tractors, tanks, and shells) are loaded and unloaded in the marshalling yards inside the factory compound. There are five railway tracks in these yards.
5. Rzhev (56°15'N, 34°20'E) is the center of an iron-processing industry embracing a main foundry in Rzhev and three subsidiary works, connected with it by light factory railway, at a distance of 4 to 10 kilometers. The main factory consists of three shops, in each of which are five Bessemer converters. Separation is carried out five times daily. Pig and scrap iron are used in the foundry. After processing, the iron is brought to one of the small ancillary finishing factories. One of these factories is engaged in pressing the metal into bodywork for trucks and airplanes and armor plate for tanks. Materials

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for the trucks and tanks are generally of poor quality; however, metalwork for airplanes is carefully tested after pressing by a technical lieutenant colonel of the Soviet Air Force working in a testing bed adjoining the factory. The finished products are taken by truck to Kalinin.

6. Twenty kilometers from Rahev is a strongly guarded factory, the working complement of which consists entirely of military prisoners. It is believed that this factory processes material containing trotyl (TNT) since all the workers admitted to the hospital from the factory have red-tinted hair (sic).
7. The screw factory at Balanda (51°30'N, 44°50'E) employs 300 workers, of whom the majority are women. The factory produces screws of all sizes for the Soviet Army.
8. At Petitovka (unlocated; possibly Petikovka), 47 kilometers northeast of Stalingrad, is a chemical factory producing chloride of lime.
9. Borovsk (see comment) on the upper reaches of the Kama River, contains a paper factory and six small sulphur works. The town also has extensive railway marshalling yards. The paper factory is equipped entirely with German and Austrian machinery and employs 400 workers. The sulphur factories each employ between 50 and 60 workers, of whom the majority are civilian internees. Both paper and sulphur works are run on electricity.

Comment: Reported as Porovsk but probably Borovsk at 59°12'N, 56°42'E.

The above information may indicate that the Beresniki - Solikamsk line has been extended northward.)

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